

Metro Bicycle Transportation Strategic Plan (BTSP)



October 20, 2005
SCAG Plans & Programs TAC



Why bicycling and walking?

It is good public policy to
provide....

CHOICES



Why does Metro do a bicycle plan?

- Encourage non-automobile travel options
- Improve bike-to-transit connections
- Set policy priorities
- Maximize funding opportunities for the cities & County:
 - Call for Projects incentives
 - BTA eligibility
 - TDA-Article 3
 - Safe Routes to School
 - State & Federal Grant Programs



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Why is it important to link bikes to transit?

- Improve Mobility Options (Bicycle Access)
- Improve Environment (Air Quality, Energy Efficiency)
- Improve Physical Health (Reduction in Obesity)
- Reduce Last Mile Challenge (to and from transit)
- Reduce need for more car parking at activity nodes
- Reduce household expenses
- Creates more active places (public safety)



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Bicycles improve transit viability



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Reduce household motor trip generation, especially high polluting short trips

Reported trip lengths in the 2001 National Household Transportation Survey (NHTS)

Response frequencies for variable TRPMILES in the Day Trip file

	Unweighted Frequency	Unweighted Percent
Trip distance in miles		
N/A	846	0.1
Don't Know	7,023	1.1
Refused	29	0.0
Skip	21	0.0
5 miles or less	395,121	61.5
6 - 10 miles	107,873	16.8
11 - 15 miles	48,589	7.6
16 - 20 miles	26,260	4.1
21 - 30 miles	24,996	3.9
31 miles or more	31,534	4.9
Total	642,292	100.0



Federal Policy: TEA-21 - Transportation Equity Act for the 21st Century

- Bicyclists and pedestrians shall be given due consideration in State and MPO long range transportation plans. [1202(a)(3)]
- Bicycle and pedestrian projects shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use is not permitted. [1202(a)(3)]
- Transportation plans and projects shall provide due consideration for safety and contiguous routes for bicyclists and pedestrians. [1202(a)(3)]



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State Policy: Caltrans Deputy Directive 64 - Accommodating Non-Motorized Travel

POLICY The department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists and persons with disabilities) in all programming, planning, maintenance, construction, operations and project development activities and products.

This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practice concepts in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.

*All-modes accommodation =
Moving people, not just vehicles*



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Products of the Strategic Plan

- New Bicycle Policies
- Location of 180 Bike-Transit Hubs
- 12 Bike-Transit Hub Access Plans
- Hub Bicycle Audit Template
- Tool kit of facility design measures
- Inventory of existing & proposed facilities
- Public Bike Map
- Gap identification in regional



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What is a bike-transit hub?

Interface of two or more bus and/or rail services with

- Community Activity Centers
- High Transit Activity
- Service Connectivity

Need for multi-modal (walking, bicycling, transit, car-sharing) access.



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Strategic Plan - *Bike-Transit Hub Map Draft*



Bike-Transit Hub Access Plans

- 12 locations
- Map with:
 - Major access routes,
 - Types of potential improvements:
 - New bike lanes,
 - Intersection reconfiguration,
 - Traffic calming,
 - Signage & On-site bicycle parking and routing improvements.
- Develop recommendations for access improvements
- Improvements could receive priority for funding.

[illegible]

BTSP Schedule

August 2004	Consultant hired
July 2005	Facilities Inventory Completed
September 2005	BTSP Draft Completed
January 2006	Board adoption



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The End



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